Amendments to the Specification:

Please replace paragraph **0028** with the following amended paragraph:

[0028] In the vehicle system with vehicle 1 shown schematically in Fig. 3, the steering control system is a SBW system 7, which steers the wheels of the vehicle 1 dependent on a steering angle setting ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$ of the driver 2. When determining the steering angle ~~$\delta_{desired}$~~ $\underline{\delta_{SBW}}$ transmitted by the SBW system 7 to the vehicle 1, the values for the transverse acceleration b_y and the yaw r are taken into consideration. Aside from the steering angle setting ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$, the values for the transverse acceleration b_y and the yaw r also represent input variables of the SBW steering control system 4. The steering angle [.]$\underline{\delta_{SBW}}$ deviates from the steering angle setting ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$ if it is determined based on the values of the travel sensors that the traveling stability worsens.

Please replace paragraph **0029** with the following amended paragraph:

[0029] Also in vehicles with a SBW system 7, a mutual influencing of the SBW steering control system 7 and the braking control system 3 can occur and hence it can come to unexpected (considered as necessary by the control for the traveling safety) braking interventions of the braking control system 3. Since the braking control system 3 does not have available the current steering

angle ~~τ_{SBW}~~ $\underline{\delta_{SWB}}$, but (taking into consideration the values for the transverse acceleration b_y and the yaw r) emanate directly from the steering angle setting ~~$\tau_{desired}$~~ $\underline{\delta_{soll}}$ of the driver 2, the interventions of the braking control system can be superfluous and even counterproductive.

Please replace paragraph **0031** with the following amended paragraph:

[0031] The logical allocation of the elements in the block diagram of Fig. 4 differs from that of Fig. 3. In Fig. 4, the elements driver 2 and SBW system 7 are joined into a "virtual" driver 6. This "virtual" driver 6 transmits a steering angle setting ~~$\tau_{desired}$~~ $\underline{\delta_{soll}}$. The steering angle setting ~~$\tau_{desired}$~~ $\underline{\delta_{soll}}$ is fed to the SBW system in which an effective steering angle [$_{eff}$] $\underline{\delta_{eff}}$ is generated, while taking into consideration the values of the transverse acceleration b_y and the yaw r and other variables. This effective steering angle [$_{eff}$] $\underline{\delta_{eff}}$ is transmitted as input variable, on one hand, to the vehicle 1 for implementing the (modified) steering setting and, on the other hand, to the braking system 3. A braking intervention is initiated by the braking system 3 based on the effective steering angle [$_{eff}$] $\underline{\delta_{eff}}$ and no longer on the direct driver input, that is, the steering angle setting ~~$\tau_{desired}$~~ $\underline{\delta_{soll}}$.

Please replace paragraph **0032** with the following amended paragraph:

[0032] The steering booster system for implementing the above-described process has the ability to activate the braking control system 3 by way of the set steering variable ML or ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$ overlapped by the steering control variable MZ or ~~δ_{SBW}~~ $\underline{\delta_{SBW}}$.

Please replace paragraph **0033** with the following amended paragraph:

[0033] In the case of the overlapping steering 4, the set steering variable is the desired steering torque ML transmitted by way of a mechanical steering column and the steering control variable is an angle that is additionally applied by way of the additional steering torque MZ. In the case of the SBW system 7, the set steering variable is a desired steering angle ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$, and the steering change angle [δ_{eff}] $\underline{\delta_{eff}}$ is determined mathematically as a steering variable from the desired steering angle ~~$\delta_{desired}$~~ $\underline{\delta_{soll}}$ and the output variables of the several travel sensors, namely the transverse acceleration b_y and the yaw r.